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HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FAIRY WORK with  
minuteness and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE.

# The China Mail.

Established February, 1843.

VOL. XLIX. No. 9594.

歲八月一十年三十九百八十一號

HONGKONG, WEDNESDAY, NOVEMBER 8, 1893.

日初月十一年己亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STANTON & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus; O. BATES HENDY & CO., 37, Walbrook; E.C.; SAMUEL DICKINSON & CO., 160 & 184, Leadenhall Street; W. M. WILSON, 180, Leadenhall Street; ROBERT WATSON, 184, Leadenhall Street.

PARIS AND LUXEMBOURG.—AMÉDÉE FRANCÉ, Rue Dauphine, Paris.

NEW YORK.—J. STEWART HAPPER, THE UNIONIST EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BLAUM & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GOHORN & GOHORN, Melbourne and Sydney.

SYDNEY.—W. M. SMITH & CO., THE APOTHECARY CO., COLONIAL.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MEXICO, A. A. DA CRUZ, Amoy, N. MOORE & CO., LIMITED, Foochow, H. CO., Shanghai, LINTON, GOWARD & CO., and KELLY & WALSH, Kowloon, LINTON, CRAWFORD & CO., and KELLY & CO.

## Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.  
SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq. H. STOLTERFORT, Esq.  
CHAN KEE SHAN, CHOW TUNG SHAN, Esq.

KWAN HOI ORUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches.

London, Yokohama, Shanghai and Amoy.

Bankers.

THE COMMERCIAL BANK OF SCOTLAND, PAIR'S BANKING CO., and THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5%.

Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-OFF CAPITAL, \$10,000,000.  
RESERVE FUND, \$3,000,000.  
RESERVE LIABILITY OF \$10,000,000.

PROPRIETORS.

COURT OF DIRECTORS—

H. HOPFUS, Esq.—Chairman.

G. J. HOLLYDAY, Esq.—Deputy Chairman.

R. H. Gray, Esq. JULIAN KRAMER, Esq.

UML JANZEN, Esq. A. M. MÜLLER.

H. H. Joseph, Esq. J. S. Moses, Esq.

HON. J. J. KENNICK, D. R. SASSOON, Esq.

Other Manager.

Hongkong, T. JACKSON, Esq.

Manager.

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 8 months 3 per cent. per annum.

For 6 months 4 "

For 12 months 5 "

T. JACKSON, Chief Manager.

Hongkong, October 19, 1893. 880

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, \$1,500,000.

SUBSCRIBED, \$1,250,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 5 % per annum on the Daily Balance.

For Fixed Deposits—

For 12 Months 5 %

For 6 Months 4 %

For 3 Months 3 %

JOHN THURBURN,

Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors may transfer, at their option balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON, Chief Manager.

Hongkong, May 15, 1893. 1015

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$20,000,000.

CAPITAL CALLED UP, \$25,000,000.

Bankers.

CAPITAL & COUNTIES BANK, LIMITED.

> Head Office:

3, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PEKING, SINGAPORE, AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be obtained on application.

Every description of Banking and Exchange business transacted.

CHAN REY INCHBALD,

Manager.

Hongkong, November 6, 1893. 247

## Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1892.

SHAREHOLDERS in the above Com-

pany are requested to furnish the Undersigned with a List of their CONTRA-

BUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior the 30th DAY of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO.,

General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, October 31, 1893. 1887

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# THE CHINA MAIL.

No. 9594.—NOVEMBER 8, 1893.

## Mails.



**STEAM FOR**  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship MALWA**, Captain T. H. B. BLACKBURNE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. ORIENTAL, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 2nd DECEMBER, 1893), TO-MORROW, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,  
Superintendent.

P. & S. N. Co.'s Office,  
Hongkong, November 8, 1893. 1860

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

*Victoria*..... | Thursday Nov. 9.

*Tacoma*..... | Tuesday Dec. 12.

*Mogul*..... | Tuesday Jan. 2/94.

*Victoria*..... | Tuesday Jan. 23/94.

*Tacoma*..... | Tuesday Feb. 27.

**THE Steamship VICTORIA**, Captain J. P. PAXTON, R.N.R., sailing at Noon, TO-MORROW, the 9th November, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,  
Agents.

Hongkong, November 8, 1893. 1807

Occidental & Oriental Steamship  
Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanis (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ...

Wednesday, Nov. 15, at daylight.

Gavia (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...

Thursday, Dec. 7, at 1 p.m.

Birdie (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...

Thursday, Jan. 4, at 1 p.m.

The Steamship OCEANIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 15th Inst., at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Postages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office at least the 10th day of October, or earlier if possible.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, November 2, 1893. 1854

## Mails.

### NORDDEUTSCHER LLOYD.

#### NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZU, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS OF THE LEVANT, BLACK  
SEA & BALTO PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 13th day of November, 1893, at 8 p.m., the Company's  
S.S. BAYERN, Captain SCHMIDTNER,  
with MAILED PASSENGERS, SPURGE  
and CARGO, will leave this port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
noon, on SATURDAY, the 11th November, Cargo  
and Specie will be received on board  
until noon on MONDAY, the 13th Nov.,  
and Parcels will be received at the Agency's  
Office until noon on SUNDAY, the 12th Nov.

Contents of Packages are required.  
No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Pounds each in measurement.

The Steamer has a limited Accommodation  
and carries 12 Doctors and Stewards.  
Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, October 28, 1893. 1816

#### Intimations.

"FITS LIKE A GLOVE."

**THOMSON'S**  
Glove-fitting  
Trade Mark.

**CORSET**  
The Protection of Shape,  
Firm and Durability  
Approved by the Royal  
Society of Medicine.

**SALE OF ONE  
MILLION CORSETS  
ANNUALLY**  
To be had of all  
Dealers throughout the  
World.

ELEVEN PINTS MEDALLA  
Manufactured by W. R. THOMSON & CO., Limited,  
London.

See that every Corset is marked "Thomson's Glove  
Fitting," and bears our Trade Mark, the Crown. No  
other are genuine.

"KEATING'S LOZENGES"  
"KEATING'S LOZENGES"

A SIMPLE FACT ABOUT KEATING'S  
COUGH LOZENGES.—Ask throughout  
the world, and you will find them largely sold.  
There is absolutely no remedy that is so  
simple, so safe, so certain, to cure  
coughs, as these lozenges can take them.

"A TERRIBLE COUGH."  
"A TERRIBLE COUGH."

"A Commercial Road, Peckham, July 19."  
"Dear Sir, I am a poor hand at expressing my feelings  
about your lozenges, but I can assure you that  
you have done more for me in relieving my terrible cough  
since I had the operation of 'Tracheotomy' (the same  
as the late Emperor of Germany, King Edward VII., etc.)  
than any medicine I ever took. Dr. Bartholomew's  
cough would probably have had a very violent  
cough, it was bad at times, but quite exhausted  
him. The lozenges were given him, and he soon  
became soft, and I have been able to get rid of it  
without difficulty—indeed, I am still, truly, J. HILL."

UTTERLY UNRIVALLED.

UTTERLY UNRIVALLED.

THE Short RANGE CUP will be Shot  
for on SATURDAY, the 11th Instant,  
Ranges, 200 and 300 yards. Times, 3 p.m.

ED. ROBINSON,  
Hon. Secretary.

Hongkong, November 8, 1893. 1826

HONG KONG RIFLE ASSOCIATION.

THE Short RANGE CUP will be Shot  
for on SATURDAY, the 11th Instant,  
Ranges, 200 and 300 yards. Times, 3 p.m.

ED. ROBINSON,  
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beginning no Practice Dances for the coming St. Andrew's Day; and Dances being very few and far between, the Institute of Marine Engineers and Shipbuilders have come to the front, and we are informed that they are to give a Dance in the City Hall on Thursday, the 16th inst., at which excellent music and a gaudy Scotch dance programme will be presented. We congratulate the management on their enterprise, and hope we may have to record notices of many more dances under the Institute's auspices before the winter is over.

The threatening state of Azuma and the fears entertained of an approaching encampment have been already referred to, says the *Hiroko News*. More exact particulars are given in a report in the Central Meteorological Office, Tokyo, as quoted by the *Asochi Shinshin*. This report says that since the beginning of September last only a small quantity of smoke was being emitted by Azuma. This was followed by rumbling noises on the 17th instant at 10 a.m. About the same hour on the 21st, white smoke was seen to be issuing from the crater in two separate lines, which were followed by another pillar at 5 p.m. on the same day; these, united in one column about an hour later. At 8 a.m. the following day the smoke became darker and thicker. At 8 a.m. the following morning this became more prominent, and shortly after 9 o'clock the same morning further rumbling noises were heard, and in the afternoon the whole mountain was covered with vapour, which prevented any further investigation being carried out. It is said that the increase of smoke is due to heavy rains by the recent heavy rain.

It is too early yet (remarks the *Daily News*) to say what will be the effect on the future of electric lighting after the expiration of the patent rights of Messrs Edison and Swan. In their incandescent lamps or glow lights, but that event, which takes place on the 10th of next month, will undoubtedly have wide-reaching consequences. Up to a few days ago the price of the lamp was three shillings and sixpence each, and already, in view of the new state of things, the late patentees announce the same lamps now at 1s. 9d., and a large firm advises that they will supply them after the date mentioned at one shilling and sixpence. Of course with free competition such as we shall have, there is no reason why even the reduced price should not be considerably lowered. The glow lamps are, of course, absolutely indispensable in domestic electric lighting, the arc-light being too powerful for small rooms. Even with the restricted use hitherto made of the incandescent light, the profits made by Messrs Edison and Swan must, one would think, have been enormous. It will be remembered that Mr Edison and Mr Swan, of Newcastle, both upon the plan of making a glow light by means of a horseshoe-shaped piece of carbon in a vacuum, and that there was a dispute as to priority. It ended in their joining hands and agreeing to divide the profits.

The barony of the proceedings at that remarkable Assemblage 'The World's Parliament of Religions,' in Chicago, at which four thousand persons were present, was slightly disturbed by the speech of H. H. Kuroda, a Japanese Buddhist priest, who, after sarcastically thanking the American missionaries for their kind treatment to the Japanese, who had suffered greatly from the persecutions of the Christians, said that his countrymen felt at times 'rather perplexed' by certain divergences which they had observed between Christian doctrine and practice. Foremost among the grievances enumerated was the treaty wrangle out of Japan when she was 'not in her power,' under which legal cases are decided by foreign authorities, always, as Mr Harai said, 'unfavourably to us.' A few months ago the School Board in San Francisco enacted a regulation that no Japanese should be allowed to enter the public school there. Last year the Japanese were driven out wholesale from one of the Territories of the United States of America; and business men in San Francisco were compelled by some union not to employ Japanese assistants or labourers. Then there are those in the same city who go in for the subject lanterns marked 'Japan must go.' Moreover, the Japanese in the Hawaiian Islands are deprived of their refuge; and even in Japan some Western people used before the entrance of the Japanese a special post upon which it is written, 'No Japanese is allowed to enter here.' When we are in such a situation, continued the Buddhist priest, 'it is unreasonable—notwithstanding the kindness of the Western nations, from one point of view, who send their missionaries to us—for us intelligent heathen to be embarrassed and hesitate to swallow the sweet and warm liquid of the leaves of Christianity?'

Professor Louis H. Meyer, director of the Beethoven Conservatory at Berlin, recently read an interesting paper, which has just been republished, concerning the musical attainments of various Royal personages. Starting with our own Royal family, he points out that the Queen, who was a pupil of Mrs Anderson, was, when younger, an excellent pianist, while the musical attainments of the Prince Consort are well known. The Empress Dowager of Germany (Princess Royal of England) is a fine interpreter of classical music, and the Duke of Edinburgh has frequently played the violin in public, in aid of charity. Nearly all the Royal Princes are musical, particularly the Prince of Orange and the Princess Louise, while the late Duke of Albany was not only a musician and exponent of skill, but had a wide knowledge of the history of the art. It may perhaps here parenthetically be mentioned that the statement so frequently made in print that the Prince of Wales is an expert upon the banjo has no foundation. His Royal Highness, though a keen lover of music, is not an executive musician, in whom respect he resembles his nephew the German Emperor, who is a great admirer of the music of Richard Wagner. The late King of Bavaria, though blind, was musical, and was a capital flute player. The 'Czar of Russia,' according to Professor Meyer, has a special fondness for brass instruments, and has made himself an expert performer upon the trumpet. Prince Henry of Prussia is an excellent violinist, and is the composer of some music of the lighter sort, which has already been performed in public. The Prince Frederick Charles is also a composer, several of whose songs have long been popular in German concert rooms. The musical attainments of Wagner's patron, the late King Ludwig of Bavaria, were well known, and the late Duke of Saxe-Coburg-Gotha was a prolific composer. The Queen of Italy is not only a great patroness of the art, but is also a finished pianist; while the Queen of the Belgians plays the piano, and is a skillful performer on the harp. The Grand Duchess of Baden who was a pupil of the postage, and the Postmaster said 6d. The poor old lady told out of the post-office saying she had not the money, and that she could not pay the postage. She could have sent the letter to her son and had something left to buy bread

or bacey. I followed her out, and took the letter from her and paid the postage. Three or four months passed when again I was in the village post office. The postmaster met me with a smile.

"Do you remember that old lady," he said, "when her letter was posted?"

"Yes," I replied.

"Well," he said, "she has just received 25 francs here and in Australia in reply to her letter; and he also wishes to pay her postage out."

"That," continued Mr Heaton, "will give you some idea of the value of cheap postal communication. Last year, alone, emigrants in Australia sent in money orders to the old folks at home no less than £1,200 a day, in sums averaging from 10/- to £10. From America over £1,500,000 sterling was received in the year; and from Canada, India and South Africa equally large sums."

"How will your proposals affect business men?"

"What I have told you is all domestic distinguished from business. As to business correspondence I would say that the next correspondent is the highest State official to make communication with our merchants at home and those abroad as cheap as possible.

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If the Cable Companies do not accept a fair price, I propose to construct cables of our own and to transmit messages at a fair rate. At present, the telegraph rates are threatening the commerce and good health of the Empire. I think it is absurd to talk about Imperial Federation, we may not speak to our friends in England in consequence of the high charges and the monopoly held by a few callish individuals in England. Look at the charges in the various parts of the world, and look at the enormous business already done. To

Australia 1s. 6d. is the cost of a word in the House of Commons. At the same time I have before my mind the fearful blunder we made in buying the telegraph in England. That blunder will not be repeated.

Arrived at the Club he said: "Since I was here we have had the posting to Hong Kong reduced from 6d. to 2d."

"Thanks to your efforts, I suppose, Mr Heaton?"

"Well," he replied, "the Ministers at home were good enough to say it was owing to my efforts. Now, what do you want me to tell you?"

Of your schemes to bring about postal reforms?

I suppose you are perfectly well aware of my work for the last ten years in advocating Imperial penny postage and cheap telegraphic rates. Seven years ago, I published in the *Times*, sixty reforms, and already we have effected no less than thirty-eight. Not only did I succeed in getting the postal rates reduced to 1d. and 2d. but the old rates were reduced to 1d. and 2d. The difference between 1d. and 2d. was of course, 1d., and who will dare to assert that the increase in correspondence, if the reduction in postage were made, would be less than 150 per cent? I believe it would be more like 300 per cent. You have to make up only the difference between 1d. and 2d. The almost criminal neglect and want of administrative capacity shown by British Post Office authorities in regard to foreign mails have been exposed by me upon many occasions. I have already pointed out that the cost of postaging a penny postage, according to the estimates of the postal authorities themselves, would amount to only 275,000 a year more than the present expenditure. When I commenced this agitation for reform we were paying for the carriage of the Indian, Far Eastern and Australasian mails from Calais to Brindisi £100,000 a year. Of this sum only about £38,000 or £40,000 a year was paid to the French and Italian Post Offices for doing all the work, and of course, 1d., and who will dare to assert that the increase in correspondence, if the reduction in postage were made, would be less than 150 per cent? I believe it would be more like 300 per cent. You have to make up only the difference between 1d. and 2d."

"Do you expect to go into reforms from the Liberal or the Conservative party?"

I am glad you have asked me that question. My answer to it is that England is ruled by its own officials. Any Minister will inevitably sooner or later be compelled to exercise his own judgment, will remember when, on one occasion, the late Mr Raikes, then Postmaster General, endeavoured to carry out certain reforms on his own initiative, a memorial signed by the head of every department in the Post Office, was presented to Sir Arthur Blackwood protesting against the policy of Mr Raikes. The result was that Lord Salisbury said that either Mr Raikes or Sir Arthur Blackwood must go; and the end of it was that Mr Raikes gave in and forthwith humbly obeyed the commands of Sir Arthur Blackwood.

Then it may reasonably be supposed that since the death of Sir Arthur Blackwood it will be all the easier to effect changes in the administration of the Post Office!

No, it will not make much difference, replied Mr Heaton. But for the pleasure of Parliament we might have been able to introduce some other reforms. However, when we receive concessions in Parliament it takes some time before the permanent officials give effect to the promises of the Government. I remember very well when we were endeavouring to introduce the telegraphic money order in England, we kept the House sitting till an hour in the morning over the estimates until the Government was compelled to give in and promised to introduce the new money order. But, in spite of that, the permanent officials held the fort for three years, before they would carry out the commands of Parliament. If it had not been for the way of the Times, and, in fact, the whole Press of England, so loudly and kindly backed me up during these past years I would have had a special post upon which I could have carried out the reforms in which I was the author. When we are in such a position, we may be compelled to make a reduction in postage, they were able to make a reduction, but to an phenomenal increase in the mails, as the mails are paid for at so much per lb., they got no reduction at all. Again I pointed out we were paying for the American mails, for carriage, £1,000 a trip, whereas the American Government paid only £500 a trip, on the return voyages of the same vessels. I give you this merely to illustrate how it would be possible to save enough money to cover this miserable sum of £25,000; and how ridiculous it is to say that it would not pay to have a penny rate for letters. The Prince of Wales said the inhabitants of New Zealand and Hong Kong were as dear to him and the people of England as the people of Kent and Surrey. I say we ought to give practical illustration of that by treating them all on a footing of equality in respect to postage, and I maintain that the penny postage would create trade and cordial good feeling between the people of England and English people throughout the Empire. As the Times said every argument against penny postage has been swept away. There is nothing to urge against it, so the Government at length has given me the permission that they will introduce Imperial penny postage at the earliest possible moment. But the permanent officials, defeated, beaten, routed at every point, are still putting ridiculous obstacles in the way. They had the temerity to say the Australians were against it. I at once communicated with that statement was totally untrue. They will welcome the initiation by England.

"But," said our representative, "suppose you establish penny postage with the Colonies, who is to pay the expense—England or the Colonies?"

England, not the Colonies, was the reply; because the postage, of course, is not calculated by official residence, is not calculated to represent for those at the head of affairs in the Post Office. The British Post Office authorities have put every obstacle in the way of introducing Imperial penny postage. It was stated in Paris several years ago that only £75,000 more a year would be requisite for establishing penny postage; that is only a tenth of the price of a good warship. Among the principal arguments in favour of Imperial penny postage is that from 250,000 to 350,000 immigrants, abode-bound and women, leave England, Ireland and Scotland every year for various parts of the world, many of them never to return. It is the highest possible State duty to encourage these wanderers to come back to their old folk at home. What happens, if I have often pointed out, is that the Duke of Albany was not only a musician and exponent of skill, but had a wide knowledge of the history of the art. It may perhaps here parenthetically be mentioned that the statement so frequently made in print that the Prince of Wales is an expert upon the banjo has no foundation. His Royal Highness, though a keen lover of music, is not an executive musician, in whom respect he resembles his nephew the German Emperor, who is a great admirer of the music of Richard Wagner. The late King of Bavaria, though blind, was musical, and was a capital flute player. The 'Czar of Russia,' according to Professor Meyer, has a special fondness for brass instruments, and has made himself an expert performer upon the trumpet. Prince Henry of Prussia is an excellent violinist, and is the composer of some music of the lighter sort, which has already been performed in public. The Prince Frederick Charles is also a composer, several of whose songs have long been popular in German concert rooms. The musical attainments of Wagner's patron, the late King Ludwig of Bavaria, were well known, and the late Duke of Saxe-Coburg-Gotha was a prolific composer. The Queen of Italy is not only a great patroness of the art, but is also a finished pianist; while the Queen of the Belgians plays the piano, and is a skillful performer on the harp. The Grand Duchess of Baden who was a pupil of the postage, and the Postmaster said 6d. The poor old lady told out of the post-office saying she had not the money, and that she could not pay the postage. She could have sent the letter to her son and had something left to buy bread

you to it. I do not spare Sir John Pandas in that article, added Mr Heaton with a smile. I pointed out that the extraordinary monopoly has been created and the postmaster in which Sir John Pandas works a joint purse with the Great Northern and other Companies, has built up that monopoly—the biggest in the world. He is actually squeezing the life-blood out of commercial enterprise by his clever manipulation of the telegraph wires.

Of course, the present rates are absolutely prohibitive between here and Europe for all social purposes. No man can communicate with his family or relatives except at ruinous prices. The name and address

is in what I may call the social telegram—you can't 'code' like a merchant in a telegram of this sort—would swamp up several pounds, particularly in country places in Europe where you have to pay sometimes ten words to get the right address; and you a message in reply. I hesitate before the people at home. My scheme is that the Government should buy out or sweep up these Companies at a fair price and at the market value of the day. This scheme has been received with general approval in England, and heartily confirmed by all commercial men in England; and I hope to have the opportunity to bring it forward soon in the House of Commons. At the same time I have before my mind the fearful blunder we made in buying the telegraph in England. That blunder will not be repeated.

That," continued Mr Heaton, "will give you some idea of the value of cheap postal communication. Last year, alone, emigrants in Australia sent in money orders to the old folks at home no less than £1,200 a day, in sums averaging from 10/- to £10. From America over £1,500,000 sterling was received in the year; and from Canada, India and South Africa equally large sums."

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# THE CHINA MAIL.

[No. 9594.—NOVEMBER 8, 1893.]

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND LA PLATA

ON WEDNESDAY, the 15th November, 1893, at Noon, the Company's Steamer *SYDNEY*, Commandant ANGE, with 1,115 PASSENGERS, SPECIE, and CARGO, will leave the Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th November, 1893. (Parcels are not to be sent by boat; they must be left at the Agency's Office.)

General and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, November 1, 1893. 1893

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG,  
City of Rio de Janeiro (via Nagasaki, Thursday, Nov. 23, Kobe, Inland Sea, and Yokohama)...

City of Peking (via Nagasaki, Kobe, Thursday, Dec. 14, Inland Sea, Yokohama, and Honolulu)...

China (via Nagasaki, Kobe, Inland Sea, and Yokohama), Tuesday, Dec. 26, at 1 p.m. ...

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 23rd November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-oceanic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH-EASTERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Damaras, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be sent at the office until 3 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, November 4, 1893. 1893

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**SANTAL-MIDY** cures all disorders of the urinary organs in either sex in 48 hours.

**SANTAL-MIDY** is contained in small round Capsules, each of which bears the name **(MIDY)** in black letters, without which none are genuine.

**SANTAL-MIDY** Imitations. All other Capsules or mixtures contain impurities, resins, oils, etc., and are worse than useless.

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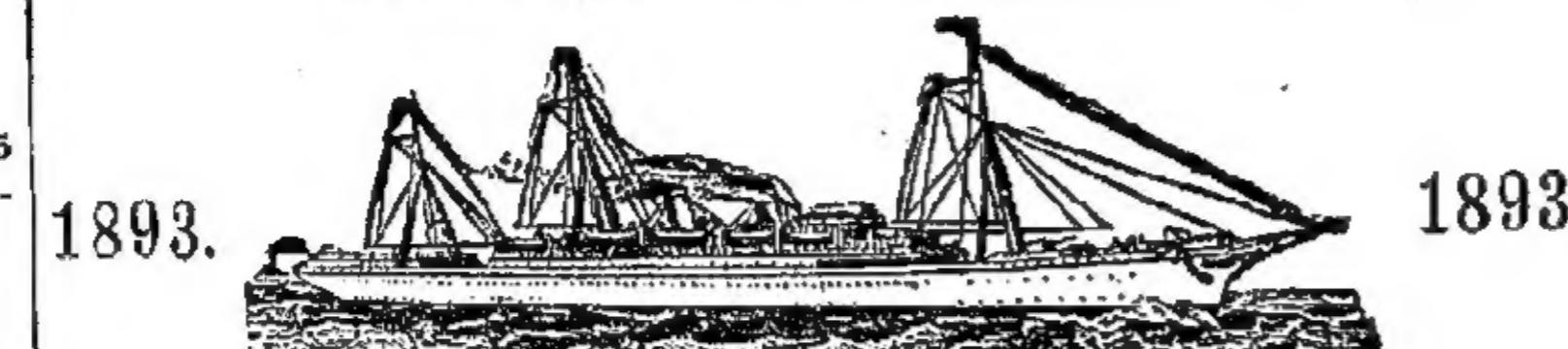
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CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.



1893.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloong shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

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